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Nicaragua Since the Revolution: An Imagery Analysis of the Military Buildup Since July 1979 (S)



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NICARAGUA SINCE THE REVOLUTION: AN IMAGERY ANALYSIS OF THE MILITARY BUILDUP SINCE JULY 1979 (S)

INTRODUCTION

1. (S/WN/NOFORN) Since coming to power in July 1979, the Sandinista National Liberation Front (FSLN), the dominant faction of the National Reconstruction Government of Nicaragua, has established a military force consisting of an army (EPS) with its allied border guard and militia units, an air force (FAS), and a small navy. Expansion, development and improvement of these forces have been major goals of the new government.

2. (S/WN/NOFORN) [] military facilities included 27 barracks areas, ten constructed since the revolution; four field training areas; at least 50 border guard posts (BGPs); two border guard schools; and four militia schools. Training, although modest in some cases, now includes armor, airborne, and special-troops training in addition to conventional infantry, artillery, and air-defense

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3. (S/WN/NOFORN) The EPS is organized into seven military regions (MR; Figure 1).¹ In the fourth and seventh military regions, separate headquarters facilities have been identified. Fourth MR Headquarters, Matagalpa Vehicle Park [], was converted from an estate on the southeast edge of Matagalpa. A similar estate on the southeast edge of Juigalpa was converted to Juigalpa Seventh MR Headquarters []

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4. (S/WN/NOFORN) FAS capabilities have been improved by the addition of Soviet-manufactured aircraft to the aging aircraft inherited from the Somoza regime, and facilities under construction at three major airfields imply future FAS improvement and acquisition of additional aircraft.

5. (S/WN/NOFORN) Soviet and Cuban influence and assistance are apparent in weapons and equipment inventories, barracks designs, and associated training areas. Also, the frequency of Soviet and Cuban ships calling at Nicaraguan ports has increased as has that of Nicaraguan ships making transits to Cuba.

6. (S/WN/NOFORN) This report, derived from imagery acquired through March 1982, details the Nicaraguan military buildup and Soviet/Cuban influence in Nicaragua as well as defensive and logistical activity along Nicaragua's borders with Honduras and Costa Rica. Military and logistics facilities identified on imagery and discussed in the report are summarized by MR in Table 1. The various types of facilities are discussed in the following seven sections, each containing a list of facilities keyed to a location map: 1) military barracks areas, 2) field training areas, 3) militia schools, 4) border guard facilities and important border crossings, 5) selected airfields, 6) port facilities and shipping activity, and 7) logistics facilities.

DISCUSSION

Section 1. Military Barracks Areas

7. (S/WN/NOFORN) Of the 27 military barracks areas identified in Nicaragua (Table 2 and Figure 1), ten were newly constructed since the revolution; 11 were civilian facilities prior to the revolution and have since been converted to a military function; and six were former National Guard facilities.

8. (S/WN/NOFORN) Five newly constructed installations—Villanueva, Matagalpa, Juigalpa, Cuajachillo and La Quebradita (Figures 2 to 6)—are remarkably similar. Each has a rectangular configuration and comprises a vehicle storage/maintenance area, a barracks area, and a troop training area. The troop training areas all have a Soviet-style type A obstacle course and a Soviet-style physical training area. This configuration closely resembles that of Managua Barracks and School Area [] in Cuba (Figure 7). Construction at Villanueva, Matagalpa, and Juigalpa began about March 1980. Each of the three facilities has a barracks area with five 55- by 10-meter single-story barracks, an artillery miniature range, and an AAA site. Construction at Cuajachillo and La Quebradita, both in Managua city, began about March 1981.

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9. (S/WN/NOFORN) The construction/conversion category for each barracks area and the type of unit garrisoned there are included in Table 2. A brief discussion of the construction, chronology, significant activity, and order-of-battle for each facility follows.

Managua EPS Army Headquarters

10. (S/WN/NOFORN) The earliest evidence of Cuban influence was observed at Managua EPS Army Headquarters (Figure 8). This facility, in the center of the city of Managua, was headquarters for the Somoza National Guard and is now EPS headquarters. In January 1980, the first Soviet-style type A obstacle course in Nicaragua was constructed here; by July 1980, a six-position AAA site with Soviet-manufactured ZPU-4 AA guns, a Soviet-style physical training area, and Soviet-style troop-training grids had been added. In mid-November 1981, a lattice communications tower was erected near the southeast corner of the headquarters building.

Table 1.
Summary of Nicaraguan Installations by Military Region
(Military Regions are outlined on Figure 1)
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MR	Military Bks Areas	Field Training Areas	No of BGP	Major Border Crossings*	Selected Airfields	Ports	Other
I	Condega Ocotol Somoto Totogalpa		21	NU/HO Buenos Aires NU/HO El Espin	Comana Esteli Ocotol Somoto		Ocona (Ococona) Mil Sch Dagoberto Rugama
II	El Regate El Tamarindo Leon Los Llanos (Los Llanos) Villanueva	La Paz	1	NU/HO San Pedro	Chinandega El Rosario Leon Papatonal	Corinto Puerto Sandino	Sotoca Mililita Sch
III	Cuajachillo El Martillo El Tempisque Jiloca La Quebradita Las Jaguitas Campo Marte Xolotlan EPS Hq, Managua Montelimar Sandino	Lake Managua Los Brasiles			El Portillo Los Brasiles Montelimar Sandino		La Primavera Stor Dpt San Martin Stor Dpt Santa Enriqueta Mililita Sch Tipitapa Armor Repair Fac
IV	Jinotega Matagalpa 4th MR Hq		15		Jinotega		La Union POL Stor 2 road construction camps
V	Iyaa La Rosita Puerto Cabezas		8		Bonanza Karawala La Tronquera Lecus Monte Carmelo Puerto Cabezas Sinua Waspam	Puerto Cabezas	La Tronquera Stor Dpt Guadalupe Moreno Mililita Sch 7 road construction camps
VI	Diriamba	Huiste	3	NU/CS Pinas Blancas		San Juan del Sur	Amayito Oscar Turcios Chavarría Mil Sch San Carlos Mil Camp BGP Sch
VII	Juigalpa 7th MR Hq		2		Bluefields Corn Island El Bluff Nueva Guinea	Bluefields El Bluff Rama	

* CS - Costa Rica
HO - Honduras
NU - Nicaragua

11. (S//WN//NOFORN) On several occasions, formations of up to one hundred troops have been observed. The presence of tents in the training area in mid-December 1981 and again in mid-January 1982 may be related to a training cycle discussed in Section 2, paragraphs 63-65 of this report.

12. (S//WN//NOFORN) Equipment observed here has included up to 24 East German W-50 trucks, 12 box-bodied trailers, six Staghound armored scout cars (remnants from the Somoza army), and two Soviet-manufactured 57mm ZIS-2 antitank (AT) guns. An additional 32 W-50 trucks and 16 box-bodied trailers have usually been parked in areas outside the main facility.

Managua Army Barracks Campo Marte

13. (S//WN//NOFORN) Managua Army Barracks Campo Marte, a military academy during the Somoza era, is directly north of the EPS headquarters facility (Figure 8). No apparent physical changes have been made. Three or four tents were erected in the installation vehicle park for a short period in mid-November 1981 and again in late February 1982.

14. (S//WN//NOFORN) Equipment observed has included two 57mm ZIS-2 AT guns, two mortars, and 25 W-50 trucks. From late November through early December 1981, 13 East German ambulances were stored here following delivery to the port of Corinto. Their locations since December are not known.

Table 2.
Military Barracks Areas In Nicaragua
(Items keyed to Figure 1)
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Item	Installation Name/Construction Site	Status*	Coordinates	Unit Type
1	Condega Mil Camp	N	13-20-30N 086-24-30W	Inf bn
2	Cuajachillo Mil Bks Area	N	12-07-36N 086-20-13W	Unoccupied; poss future rgmt hq; motorized rifle bn
3	Diriamba Mil Region Hqs and Bks	G	11-51-20N 086-14-25W	Inf bn
4	El Martillo Mil Bks Area	C	12-12-15N 086-23-25W	Heavy lift unit
5	El Regate Mil Camp	C	12-35-45N 087-08-15W	Inf bn
6	El Tamarindo Hacienda	C	12-14-00N 086-42-45W	Unid
7	El Tempisque Mil Fac	N	12-12-28N 086-20-33W	Armor bn
8	Iyaa Prob Mil Camp	C	13-19-58N 085-22-15W	Unid
9	Jiloca Mil Tng Fac	N	12-13-25N 086-17-46W	Spec-troops tng
10	Jinotega Mil Bks Area	N	13-08-15N 086-00-10W	Unid tng
11	Juigalpa Mil Bks Area	N	12-07-00N 085-22-25W	Inf bn
12	La Quebradita Mil Bks Area	N	12-07-15N 086-17-10W	Unoccupied; poss future motorized rifle bn
13	La Rosita Mil Tng Fac	N	12-54-45N 084-24-28W	Unid inf unit
14	Las Jaguitas Mil Bks Area	C	12-05-30N 086-13-15W	Unid
15	Leon Army Bks El Fortin	C	12-25-06N 086-53-31W	Unid inf unit
16	Los Llanos Mil Bks (Los Llanos)	C	12-54-30N 086-35-45W	Unid motorized rifle unit
17	Managua Bks Hqs and Sch Campo Marte	G	12-08-45N 086-16-17W	Unid inf unit
18	Managua Army Bks Xolotlan	G	12-09-02N 086-14-50W	Unid
19	Managua EPS Army Hq Staff and Bn Hq	G	12-08-25N 086-16-07W	Motorized rifle bn
20	Matagalpa Mil Bks Area	N	12-54-10N 085-59-00W	Inf bn
21	Montelimar Atld	C	11-48-15N 086-30-40W	Arty and airborne tng
22	Ocotol EPS Bn Hq and Bks	C	13-28-15N 086-28-45W	Inf bn, reserve unit
23	Puerto Cabezas Mil Camp	G	14-02-50N 083-22-33W	Inf bn
24	Sandino Mil Fac	C	12-08-35N 086-09-40W	AAA tng
25	Somoto Batt Hq Co Hq and Bks	G	13-28-15N 086-33-35W	Inf bn
26	Totogalpa Mil Camp North	N	13-34-30N 086-29-30W	Inf bn
27	Villanueva Bks Area	N	12-56-03N 086-49-50W	Inf bn

* Key N - Constructed since July 1979
C - Converted from civilian use since 1979
G - Converted from National Guard facility

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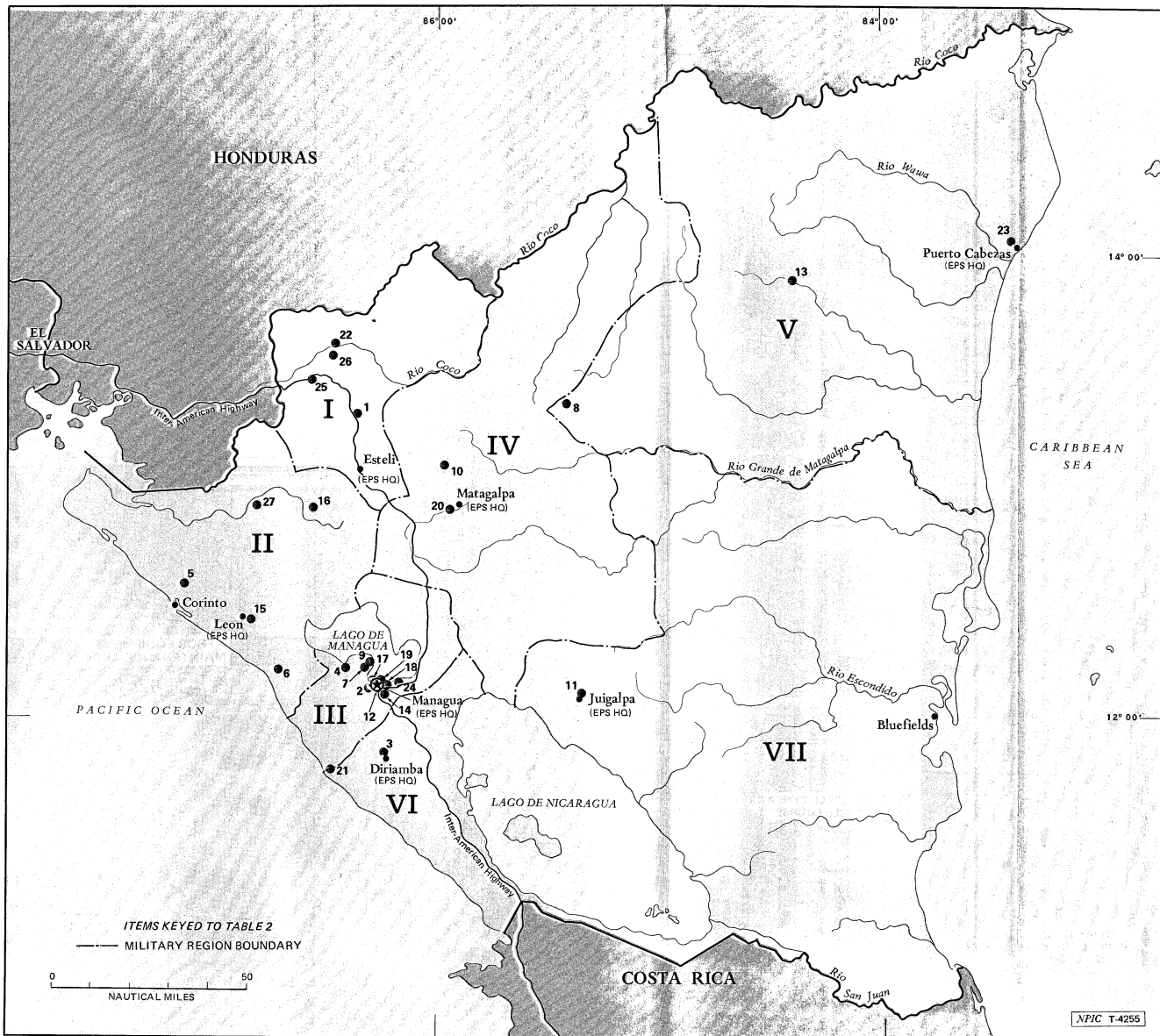


FIGURE 1. EPS MILITARY REGIONS, HEADQUARTERS, AND BARRACKS AREAS IN NICARAGUA

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Villanueva Barracks Area

15. (S/WN/NOFORN) The vehicle storage/maintenance area at Villanueva (Figure 2) in northwest Nicaragua includes two 60- by 14-meter ten-bay, double-depth vehicle storage sheds and one vehicle maintenance shed. A six-position AAA site occupied by ZPU-4 AA guns was added by October 1980; however, in April 1981 it was being converted to a three-position site occupied by probable ZU-23 AA guns. Also by April 1981, 34 narrow drive-in revetments had been constructed along three sides of the perimeter of this facility. They were not used until late March 1982, when vehicles were parked in eight of the revetments. In late 1981, an area west of the facility was cleared and footings and uprights for small sheds were constructed. Although not yet complete, this area appears to be related to equipment maintenance.

16. (S/WN/NOFORN) Usually, equipment is observed in small numbers, if at all. However, in early February 1981, a convoy consisting of six W-50 trucks towing ZPU-4 AA guns, six W-50 trucks towing AT (probably ZIS-2) guns, three W-50 trucks towing box-bodied trailers, five W-50 trucks, and one jeep was observed returning to the facility. On the same date, a camouflage-netting shelter was observed at the weapons firing range. On one occasion in early January 1982, 21 farm tractors were in the vehicle maintenance area. The use of military facilities as temporary holding areas for incoming military and civilian equipment has been observed on several occasions.

17. (S/WN/NOFORN) Since late fall 1980, small numbers of troops engaged in a variety of activities have been seen on occasion. Although construction of the barracks area itself was complete by late 1980, clearing south of the facility, probably for additional training ranges, has been underway for over a year.

Matagalpa Military Barracks Area

18. (S/NW/NOFORN) The vehicle storage/maintenance area at Matagalpa (Figure 3) in north-central Nicaragua includes one maintenance shed; one 51- by 15-meter, double-depth vehicle storage shed with 17 bays; and one 47- by 15-meter, double-depth vehicle storage shed with 16 bays. Building construction at this area continued steadily until March or April 1981, at which time activity seemed to increase. A three-position AAA site occupied by ZPU-4 AA guns was added at the south end of the facility in late April; a Soviet-style physical training area was under construction by late May; and a Soviet-style type A obstacle course was begun in mid-July. In mid-August about 30 drive-in revetments were constructed on the east and south sides of the barracks area and were first used for dispersal parking in late March 1982.

19. (S/WN/NOFORN) Since late October 1981, 12 to 18 W-50 trucks along with several miscellaneous vehicles have been in the vehicle maintenance area. The AAA site was reconfigured during December, and no weapons have been discerned there since. In mid-January 1982, grading was underway on one of the weapons firing ranges, possibly for renovation.

Juigalpa Military Barracks Area

20. (S/WN/NOFORN) The vehicle storage/maintenance area at Juigalpa (Figure 4) in south-central Nicaragua includes one 54- by 15-meter, double-depth shed with 17 bays and one 51- by 15-meter, double-depth shed with 16 bays. By September 1981, the Soviet-style type A obstacle course, the Soviet-style physical training area, and a three-position AAA site were under construction. The AAA site was subsequently occupied by ZPU-4 AA guns.

21. (S/WN/NOFORN) Other than a few miscellaneous sedans and other small vehicles in the maintenance area, equipment present usually has been limited to six to eight W-50 trucks. As at both Villanueva and Matagalpa, troop formations have occasionally been observed.

Cuajachillo Military Barracks Area

22. (S/WN/NOFORN) Cuajachillo (Figure 5), complete but not yet occupied in March 1982, has several special features. The barracks area includes seven 56- by 14-meter barracks; the troop training area has two Soviet-style physical training areas; and the vehicle storage area contains one single-width (50- by 15-meters) and four double-width vehicle sheds. The four double-width sheds, each 65 by 30 meters, are identical to vehicle sheds in the regimental vehicle park at the Managua facility in Cuba. These special features and an unusually neat appearance suggest an eventual function as motorized rifle regimental headquarters for these facilities with the motorized rifle battalions garrisoned here, at La Quebradita, and at EPS Headquarters and the armor battalion garrisoned at El Tempisque.

La Quebradita Military Barracks Area

23. (S/WN/NOFORN) La Quebradita (Figure 6), under construction since mid-March 1981, includes five partially completed 55- by 14-meter barracks and one partially complete and three complete 60- by 10-meter vehicle sheds. A Soviet-style type A obstacle course and a Soviet-style physical training area have been under construction since mid-February 1982. La Quebradita is 3 nautical miles (nm) east of Cuajachillo and 1.5 nm south of EPS Headquarters.

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El Tempisque Military Facility

24. (S/WN/NOFORN) Construction of an armor garrison has nearly been completed northwest of Managua on the Chiltepe peninsula. Clearing for the installation, El Tempisque Military Facility (Figure 9), began in late 1980. By April 1981, footings had been constructed for several buildings including four vehicle sheds—one 21 by 9 meters with four bays and three 35 by 9 meters with seven bays.

25. (S/WN/NOFORN) In late August, a temporary tank storage area (Figure 10) was identified 2,000 meters northwest of the armor garrison under construction. The storage area included 22 canvas-covered shelters and a tank miniature firing range with one T-54/55 tank.² Tank driver training has been in progress since that time and as many as 15 T-54/55 tanks, four possible tanks, three BTR-60 PB armored personnel carriers (APCs; Figure 11), and two GSP heavy ferries have been identified (Figure 12).

26. (S/WN/NOFORN) The permanent garrison (Figure 9) comprises a vehicle storage/maintenance area, a barracks area, and a troop training area. A Soviet-style type B obstacle course, a type of obstacle course associated with armor units in Cuba and the Soviet Union, was added in late 1981.

27. (S/WN/NOFORN) A revetted storage area northeast of the garrison was under construction from February to October 1981. The specific function of this area is not known but may be related to ammunition storage. Little activity has been observed since the area was completed.

El Martillo Military Barracks Area

28. (S/WN/NOFORN) El Martillo (Figure 13), along the main highway northwest of El Tempisque, was a rundown farm until conversion to a military facility began in mid-1980. By early 1981, a Soviet-style type A obstacle course and a Soviet-style physical training area had been added. In July 1981, trucks and trailers were moved into the southeast end of the area. Three new barracks were constructed at the northwest portion of the installation between October and December and footings for several buildings/sheds were constructed in a cleared area at the southeast end in January 1982. This facility is probably a garrison for a heavy-lift unit. As many as seven heavy-lift trailers, 16 box-bodied trailers, 20 commercial trailers, and 11 W-50 trucks, in addition to construction equipment, have been observed

parked in the southeast area. Four W-50 trucks, two 57mm ZIS-2 AT guns, and two possible AA guns were observed at the northwest area in late March 1982, the first time artillery has been present.

Jiloa Military Training Facility

29. (S/WN/NOFORN) The Jiloa facility (Figure 14), constructed on the Chiltepe peninsula along the shore of Lake Managua, is a special-troops training facility similar in several respects to Guanabo Military Camp East [] a commando training facility in Cuba.³ In July 1980, the training facility at Jiloa consisted of a small-arms firing range and a Soviet-style type A obstacle course. Beginning in November 1981, an airfield mockup with aircraft and fuselage sections, hand-to-hand combat pits, and an ambush/-driver training course were added. In addition, the firing range was being renovated and a probable demolition-training area had been identified. Eight to ten W-50 trucks have occasionally been present, and in late February 100 sedans, probably to be used for training purposes, were closely parked near the entrance.

Sandino Military Facility

30. (S/WN/NOFORN) Sandino Military Facility (Figure 15), near the east end of Sandino Airfield, is probably an AAA school. Formerly a warehouse area, it was used for AAA and parade training for five weeks in 1980 prior to the celebration of the first anniversary of the revolution; the observance included a parade of military equipment. The area was again unoccupied until the end of 1980 when W-50 trucks and troops were observed. By April 1981, a Soviet-style type A obstacle course and a Soviet-style physical training area were under construction. In mid-November, about 300 troops were observed in formation, and from 8 to 16 December, several tents were present. An AAA training exercise—during which as many as three, three-position AAA sites occupied by ZU-23 AA guns were field deployed near the permanent AAA sites at Sandino Airfield—was underway from November until mid-December. One three-position AAA site occupied by ZU-23 AA guns appears to be permanently deployed in the training area of the facility. As many as nine W-50 trucks and five 57mm ZIS-2 AT guns have been present in the vehicle park, and, on one occasion in April 1981, three Staghound scout cars were present.

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SECRET**Managua Army Barracks Xolotlan and Las Jaguitas Military Barracks Area**

31. (S/WN/NOFORN) Two other military-type facilities in the Managua area have been observed, but units at each have not yet been identified. Xolotlan, in an industrial area in the northeast section of the city, includes portions of a Soviet-style type A obstacle course which were added in June 1980. Nonetheless, this facility may be a police barracks rather than an army installation.

32. (S/WN/NOFORN) Las Jaguitas is a former apartment complex in an exclusive residential area south of Managua. Since mid-1980 a Soviet-style type A obstacle course, a small-arms firing range, and three vehicle/equipment sheds have been constructed near the existing ten single-story duplexes, clubhouse, and swimming pool.

Diriamba MR Headquarters

33. (S/WN/NOFORN) The Diriamba facility (Figure 16), 18 nm south of Managua, was a National Guard barracks before the revolution. Elements of a Soviet-style type A obstacle course were present by March 1981, and a Soviet-style physical training area and artillery miniature range were added by mid-1981. On several occasions, as many as 300 troops have been observed in formations on the parade ground and/or in activity on the training field. Equipment used on the training field or parked in the vehicle park included as many as 30 W-50 trucks, five Soviet-manufactured GAZ-66 trucks, five 57mm ZIS-2 AT guns, and three ZU-23 AA guns. A six-position AAA site was occupied by six ZPU-4 AA guns in March 1981; however, since mid-July the site has been occupied by three ZU-23 AA guns and the ZPU-4 AA guns have not been observed.

Montelmar Airfield

34. (S/WN/NOFORN) Montelmar (Figure 17), a seaside estate 25 nm southwest of Managua, was converted to a military facility in late 1979. It is used for both artillery and airborne training. The latter is discussed in the airfield section (Section 5).

35. (S/WN/NOFORN) The earliest activity related to artillery training was observed in March 1980. An AAA site was constructed near the runway, and the vehicle park (Figure 18) was being prepared near the headquarters complex. Since that time, field artillery training exercises have been conducted. During June and July 1980, the runway was used to practice formation driving for the parade commemorating the first anniversary of the revolution. Twenty-two tents were erected on the parking apron, and as many as 120 W-50 trucks, 75 artillery pieces, and 18 jeeps were observed practicing.

36. (S/WN/NOFORN) By September 1980, a Soviet-style type A obstacle course had been constructed; by early 1981, two artillery miniature ranges had been added. In April 1981, the AAA site was moved to an area on the south side of the runway where it was subsequently occupied by six ZPU-4 AA guns.

37. (S/WN/NOFORN) From late July 1980 until mid-May 1981, equipment levels in the vehicle park (Figure 18) varied, with as many as 18 W-50 trucks and 26 field guns present. In May 1981, 12 Soviet-manufactured ZIL-151/157 trucks and nine Soviet-manufactured ML-20/A-19 guns/howitzers were observed for the first time. The usual inventory until late March 1982 included 22 W-50 trucks, 12 ZIL-151 trucks, four 57mm ZIS-2 AT guns, 12 ML-20/A-19 guns/howitzers, and six ZPU-4 AA guns. Since late March the vehicle park has been empty.

El Regate Military Camp

38. (S/WN/NOFORN) Conversion of El Regate (Figure 19), formerly an estate between Chinandega and Corinto, was identified in May 1980 when a Soviet-style type A obstacle course was observed under construction. By August 1980, two barracks, an artillery miniature range, and a Soviet-style physical training area had been added; by March 1981 an L-shaped vehicle shed was completed, and construction of a three-position AAA site was beginning. The AAA site was completed and occupied by July. In early August, formations containing at least 500 troops and a static display including four ZIS-2 AT guns were observed, the only time AT guns have been identified at this facility.

39. (S/WN/NOFORN) By late 1981, three more barracks and a 20-bay, double-depth vehicle shed were completed; the L-shaped vehicle shed was partially removed. Equipment observed has included three ZU-23 AA guns in the AAA site and as many as 12 W-50 trucks.

Leon Army Barracks El Fortin

40. (S/WN/NOFORN) By early 1981, the Leon facility, converted from an old fortress southwest of the city, included two new vehicle sheds, two weapons firing ranges, a three-position AAA site usually occupied by ZU-23 AA guns, and foxholes around the perimeter. As many as ten W-50 trucks have been present. By mid-1981, however, the firing ranges had become overgrown, and little activity or equipment other than the occupied AAA site was observed.

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SECRET**Somoto Battalion Headquarters and Barracks**

41. (S/WN/NOFORN) The Somoto facility, converted from a National Guard barracks, is on the Inter-American Highway approximately 10 nm from the Nicaraguan—Honduran border (Figure 20). By mid-1981, a Soviet-style type A obstacle course which had been constructed near the barracks was moved south of town to a location where an artillery miniature range and weapons firing ranges were also constructed. A Soviet-style physical training area remained near the barracks. During this period, a three-position AAA site occupied by ZU-23 AA guns was constructed on a hill across the highway from the barracks. In early February 1982 a shed in the vehicle park was relocated near and at right angles to its original location. As many as 12 W-50 trucks are usually present in the vehicle park.

Condega Military Camp

42. (S/WN/NOFORN) Construction of Condega (Figure 21), also along the Inter-American Highway, probably began in March or April 1980. Although not identical to other newly constructed Cuban-style barracks areas, the same elements—vehicle sheds, barracks area, and training areas—are present. The variations in configuration may be due, at least in part, to rough terrain in this area.

43. (S/WN/NOFORN) By the end of 1980, the six barracks and two of the three vehicle sheds were complete; a Soviet-style type A obstacle course and a Soviet-style physical training area, an artillery miniature range, a weapons firing range, and a six-position AAA site had been constructed. The AAA site was occupied by six ZPU-4 AA guns until mid-1981 when the site was moved to a hill near the highway. The new site has three positions occupied by ZU-23 AA guns.

44. (S/WN/NOFORN) Equipment observed has included as many as 19 W-50 trucks, four ZU-23 guns, and, until mid-1981, six ZPU-4 guns. On one occasion in late 1980, three field guns were observed in tow near the barracks.

Ocotal EPS Battalion Headquarters and Barracks

45. (S/WN/NOFORN) Conversion of Ocotal (Figure 22) from a lumbering-related function to an EPS facility began in late 1979. By mid-1980, a Soviet-style type A obstacle course had been constructed in the barracks area and a firing range had been added near the airfield. By October, an artillery miniature range, a Soviet-style physical training area, a large vehicle shed, and a vertical radiator had been added.

46. (S/WN/NOFORN) This facility is in rugged terrain approximately 10 nm inside the Nicaraguan—Honduran border. Notable are the large numbers of defensive trenches, firing positions, artillery positions, and foxholes situated throughout the facility. On the ground near the administration building the letters EPS, EPR, and RPS—abbreviations for the Sandinista army and reserve—and the outline of a clenched fist, the guerrilla salute, are maintained.

47. (S/WN/NOFORN) As many as 18 cargo trucks are occasionally observed and during November 1981, an S-58 helicopter was present. A three-position AAA site around the edge of the helicopter landing area is occasionally occupied by machine guns or possible ZU-23 AA guns.

Totogalpa Military Camp North

48. (S/WN/NOFORN) Totogalpa (Figure 23), 4 nm south of Ocotal, was constructed between March and November 1981. It includes a headquarters/administration area, a barracks, three support areas, and five large firing positions which have been graded out along a ridge line. Among the slogans and abbreviations painted on the ground, a common Nicaraguan practice, the military unit number (MUN) 87-52 is discernible. No military equipment has been observed here.

Jinotega Military Barracks Area

49. (S/WN/NOFORN) This facility (Figure 24) was constructed adjacent to Jinotega Airfield in north central Nicaragua during the latter half of 1980. It probably functions primarily as a training camp. Included are a Soviet-style type A obstacle course, an infiltration obstacle course, two weapons firing ranges, and a general infantry training area in addition to six barracks, one headquarters/administration building, and an open parking area. Five W-50 trucks are the only equipment which has been observed here.

La Rosita Militia Training Facility

50. (S/WN/NOFORN) This small facility on the western edge of a mining town in northeastern Nicaragua consists of three barracks and support buildings surrounded by foxholes. Other than a HIP helicopter, observed in early March 1982, no equipment or activity has been observed.

Puerto Cabezas Military Camp

51. (S/WN/NOFORN) Puerto Cabezas Military Camp (Figure 25), a former National Guard facility adjacent to Puerto Cabezas Airfield, is the major military facility in northeastern Nicaragua. Among the buildings constructed since the revolution are two vehicle sheds (one of which has not been completed),

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three barracks, and two support buildings. A Soviet-style type A obstacle course was added in mid-June 1980; however, it was removed in late March or early April 1981. An artillery miniature range and a firing range have been constructed at the camp, and additional artillery and infantry training is conducted at a training area 0.5 nm north of the camp.

52. (S/WN/NOFORN) As many as 18 W-50 trucks and two Staghound scout cars have been seen at the facility. In early July 1981, nine 57mm ZIS-2 AT guns were added to the inventory.

53. (S/WN/NOFORN) Probably because of increasing tensions between the military and the indigenous population of northeastern Nicaragua, extensive defensive trenches and numerous firing positions have been emplaced throughout the area. This activity began in late 1980 and was continuing in March 1982.

El Tamarindo Hacienda, Los Llanos Military Barracks and Iyas Probable Military Camp

54. (S/WN/NOFORN) The remaining three facilities identified as military installations do not fit the pattern of either an EPS barracks or a training installation.

55. (S/WN/NOFORN) At El Tamarindo Hacienda (Figure 26), foxholes observed near the barracks area as early as July 1979 indicated some role during the revolution. A year later, sawtooth trenches, an unidentified non-Soviet-style obstacle course, and 12 W-50 trucks were observed. By late August 1981, a road network in a grid configuration was under construction and the obstacle course had been removed; by mid-November, a small vehicle shed had been constructed in the vehicle park and a baseball diamond, a feature commonly observed at EPS barracks, was laid out in the field opposite the barracks area. By mid-February 1982, a vehicle shed was constructed on this field. Shortly thereafter, cargo trucks were observed near the vehicle shed and the baseball diamond had been relocated. As many as 23 W-50 trucks have been observed in the vehicle park.

56. (S/WN/NOFORN) Los Llanos (Los Llano; Figure 27), 3 nm northwest of El Sauce in northwestern Nicaragua, was converted from a farm to military use. Four barracks and a vehicle shed were constructed between February and November 1981. The surrounding fields contain two three-position AAA sites, probably unoccupied; several artillery positions; and defensive firing positions.

57. (S/WN/NOFORN) Military equipment, observed here for the first time in early 1982, included 15 cab-over-engine trucks. Ten trucks were possible GAZ-66 and five were possible W-50 trucks. Four field guns, four possible mortars, and one jeep were also observed.

58. (S/WN/NOFORN) Iyas Probable Military Camp (Figure 28), on a hill in a remote village 40 nm northwest of Matagalpa, is ringed with foxholes, defensive trenches, and several observation posts. The abbreviation FSLN has been painted on the ground in large letters. The only activity/equipment observed here has been a single S-58 helicopter seen in early October 1981.

Permanent AAA Sites

59. (S/WN/NOFORN) The locations and descriptions of the 18 permanent AAA sites in Nicaragua are included in Table 3. Both types of antiaircraft weapons observed so far can also be used as ground weapons against troops, vehicles, or lightly armored vehicles. Those AAA sites overlooking a major road or highway are indicated in the remarks section of the table. In mid-1981 several sites underwent changes, and these are also included in the remarks section.

Section 2. Field Training Areas

60. (S/WN/NOFORN) Four field training areas (Table 4 and Figure 29) have been identified in Nicaragua. Although these training areas are not collocated with barracks areas, some generalized associations can be made.

Lake Managua Training Area

61. (S/WN/NOFORN) Construction of Lake Managua Training Area began in late 1979 along the lake and directly north of Sandino Airfield. By late 1981, a target run had been relocated, and four small range control buildings had been constructed to replace the original control building. The only vehicles observed in use at this facility have been Staghound armored scout cars, most of which are stored at Tipitapa Armor Repair Facility (Section 7). The training area, 5 nm west of the repair facility, may be used to check-out the aging scout cars after repair and/or maintenance.

Los Brasiles Training Area

62. (S/WN/NOFORN) Los Brasiles Training Area, immediately north of Los Brasiles Airfield and northwest of Managua, is used for wheeled vehicle and infantry training. Foxholes were observed in the area in late 1979; by mid-1980, a considerable number of trenches and wheeled vehicle tracks were in evidence. During the first half of 1981, three stationary Staghound scout cars were present in revetments, and for a short period in mid-July one ZPU-4 AA gun was present. Other training activity observed on occasion included as many as seven W-50 trucks and 100 troops. These troops and vehicles are probably

(Continued p. 32)

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Table 3.
Antiaircraft Artillery Sites In Nicaragua

This table in its entirety is classified SECRET/WNINTEL/NOFORN

MR	Installation	No of Positions	Weapon Type	Remarks
I	Condega	3	ZU-23 site with ZPU-4	On hill near hwy; changed from 6-position
I	Ocotal	3	Poss ZU-23	Near helicopter landing area
I	Somoto	3	ZU-23	On hill near hwy
II	El Regate	3	ZU-23	Near hwy
II	Leon	3	ZU-23	On hill near afld
II	Villanueva	3	ZU-23	Changed from 6-position site with ZPU-4
III	Montelimar	6	ZPU-4	At afld
III	Sandino Intl Afld	6	ZPU-4	South of runway
		6	ZPU-4	South of runway
		6	ZPU-4	North of afld
III	Sandino Mil Fac	3	ZU-23	Tng area
III	Managua EPS	6	ZPU-4	Only 3 positions occupied
	Army Hq			
III	ZPU-4 Site	3	ZPU-4	Near refinery in Managua
IV	Matagalpa	3	ZPU-4	
V	Puerto Cabezas	4	ZPU-4	At afld
VI	Diriamba	3	ZU-23	Changed from 6-position site with ZPU-4
VII	Juigalpa Bks	3	ZPU-4	On hill near hwy

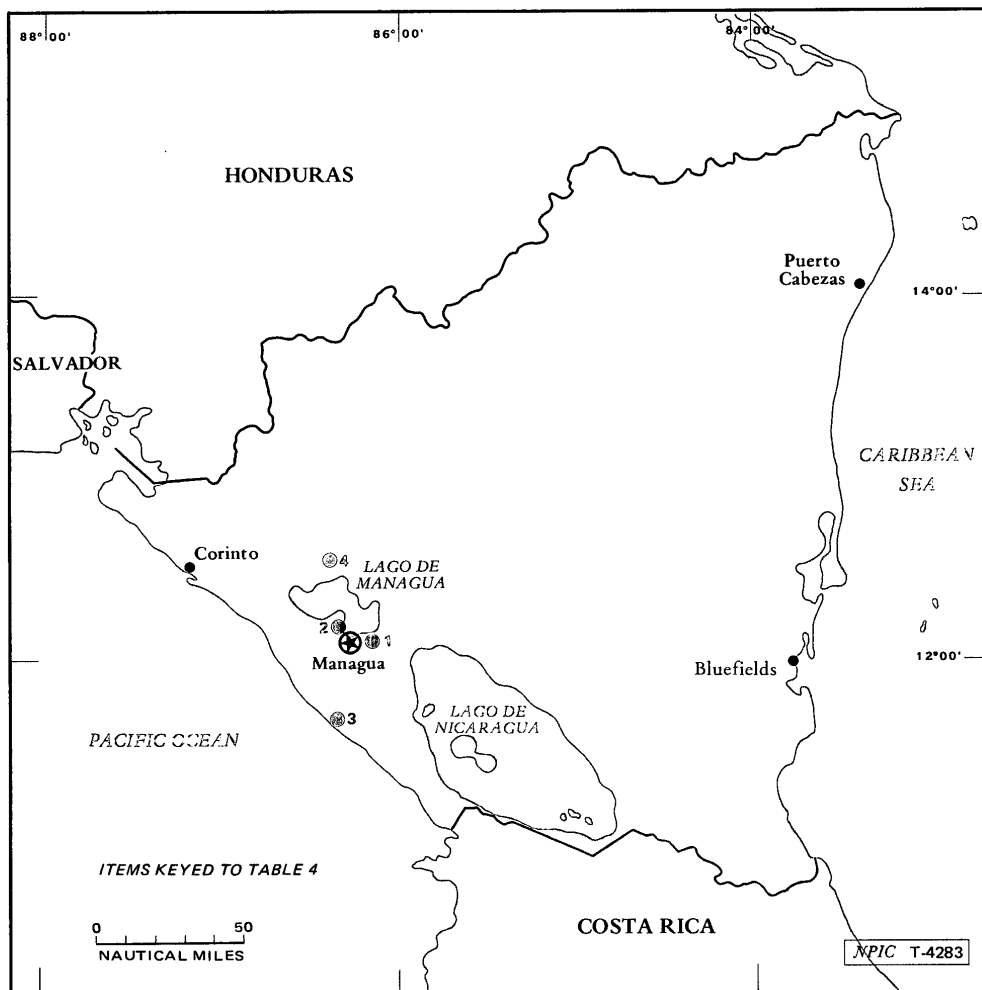


FIGURE 29. FIELD TRAINING AREAS IN NICARAGUA

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Table 4.
Field Training Areas in Nicaragua
(Items keyed to Figure 29)

This table in its entirety is classified SECRET/WNINTEL/NOFORN

Item	Installation Name	Coordinates
1	Lake Managua Tng Area	12-10-05N 086-10-00W
2	Los Brasiles Tng Area	12-11-50N 086-20-50W
3	Huiste Mil Tng Area	11-42-56N 086-24-41W
4	La Paz Mil Tng Area	12-33-26N 086-29-19W

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Table 5.
Militia Schools in Nicaragua
(Items keyed to Figure 30)

This table in its entirety is classified SECRET/WNINTEL/NOFORN

Item	Installation Name	Coordinates
1	Amayito Oscar Turcios Chavarria	11-43-15N 086-20-00W
2	Sotaca	13-00-40N 086-57-00W
3	Santa Enriqueta	12-09-59N 086-04-53W
4	Guadalupe Moreno	14-03-40N 083-23-50W

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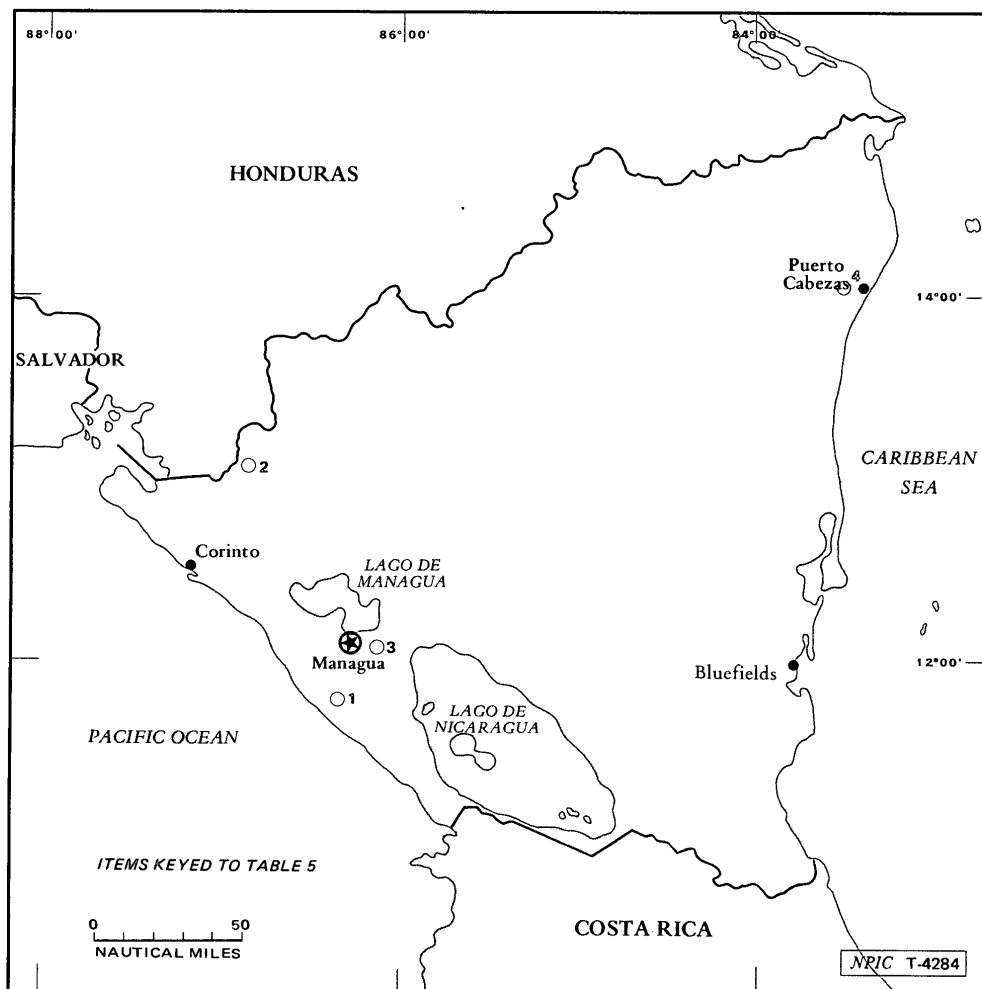


FIGURE 30. MILITIA SCHOOLS IN NICARAGUA

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garrisoned at San Martin Storage Depot (Section 7), 1.5 nm to the east. Barracks construction at the storage depot in the latter part of 1980 coincided with increased activity at the training area.

Huiste Military Training Area

63. (S/WN/NOFORN) Huiste Military Training Area is on the Pacific coast 8 nm southeast of Montelimar. An artillery/antiaircraft exercise, underway from late November to mid-December 1981, included six unidentified AA guns in a six-position site, and 12 W-50 trucks, three of which were towing probable artillery. This exercise occurred at precisely the same time as the AAA exercise at Sandino Military Facility (Section 1).

La Paz Military Training Area

64. (S/WN/NOFORN) La Paz Military Training Area, located in an agricultural area 30 nm north of Managua, was first identified in early January 1982. Foxholes, artillery positions, automatic weapons firing positions, defensive trenches, and wheeled vehicle tracks were observed over a wide area at that time. As none of these were observed in mid-November 1981, it is apparent that a field training exercise had been underway here at the same time as those at Huiste and Sandino.

65. (S/WN/NOFORN) The combined evidence of tents at EPS headquarters in Managua and at Sandino Military Facility in mid-December with concurrent training exercises at Huiste, Sandino, and La Paz suggests the establishment of a training cycle for the EPS.

Section 3. Militia Schools

66. (S/WN/NOFORN) All four Militia schools identified in Nicaragua (Table 5 and Figure 30) were constructed in mid-1981 and conform to a pattern consisting of seven barracks, a vehicle shed, a headquarters/administration building, and two or three small support buildings. Adjacent fields, used for basic military training, contain sawtooth trenches and foxholes.

67. (S/WN/NOFORN) In mid-March 1982, five field guns and three trucks were observed at Amayito Military School Oscar Turcios Chavarria near the southwest coast (Figure 31). Observation also revealed the apparent construction of a probable firing range. By late March, a possible three-position field-deployed AAA site had been added.

68. (S/WN/NOFORN) Occasional activity, but no equipment, has been observed at Sotaca, near the Honduran border in northwestern Nicaragua, and Santa Enriqueta, southeast of Managua.

69. (S/WN/NOFORN) Since September 1981, a high level of activity and changes in the facility itself have been observed at Guadalupe Moreno Military School in the Puerto Cabezas area (Figure 32). Of the seven original barracks, three have been doubled in size; one has been razed; and two others are partially disassembled. A firing range has been added and enormous quantities of defensive trenches, firing positions, and lines of foxholes have been emplaced.

70. (S/WN/NOFORN) As many as 31 trucks have been present; from mid-February to mid-March 1982, six field guns possibly deployed from nearby Puerto Cabezas Military Camp were observed. In late March, trucks and artillery were no longer present and the activity level was lower than usual. These changes indicated deployment of personnel and weapons. Activity in this area is probably related to tensions between the civilian population and Sandinista forces.

Section 4. Border Guard Facilities and Major Border Crossings

71. (S/WN/NOFORN) Forty-five border guard posts (BGPs)/defensive positions, one border guard school, and three major highway border crossings have been identified along the Nicaraguan—Honduran border; and five BGPs, one probable border guard school, and one major highway border crossing have been identified along the Nicaraguan—Costa Rican border (Table 6 and Figure 33).

72. (S/WN/NOFORN) A BGP typically consists of a barracks and one or two support buildings surrounded by defensive trenches with firing positions. The guard post at Leimus (Figure 34) is typical. The posts from Kum through Rio Coco 5 and Rio Coco 6 are on the banks of the Rio Coco, the border between Honduras and Nicaragua in the eastern half of the country. With the exception of a ferry crossing at Leimus, access between the two countries is very difficult in this area. Many BGPs along the river are in small villages inhabited by Miskito Indians. Traditionally, the Indian population in northeastern Nicaragua has been geographically and culturally isolated from the more populous western half of the country, and, before the revolution, generally ignored. After the Sandinista takeover, fear of counter-revolution originating from Honduras (the refuge of many members of the Somoza regime's National Guard) resulted in an unprecedented military presence along the border. This military presence in combination with Cuban teachers—whose attempts to eradicate illiteracy through the use of materials featuring revolutionary rhetoric were unpopular—reportedly ignited the separatist tendencies of the Indian population. Internal conflict erupted in early 1982, when at least 32 Indian villages along a 100-nm section of the river were either completely or partially destroyed. Those inhabitants who had not fled to Honduras were relocated inland, away from the border (Figures 35, 36, and 37).

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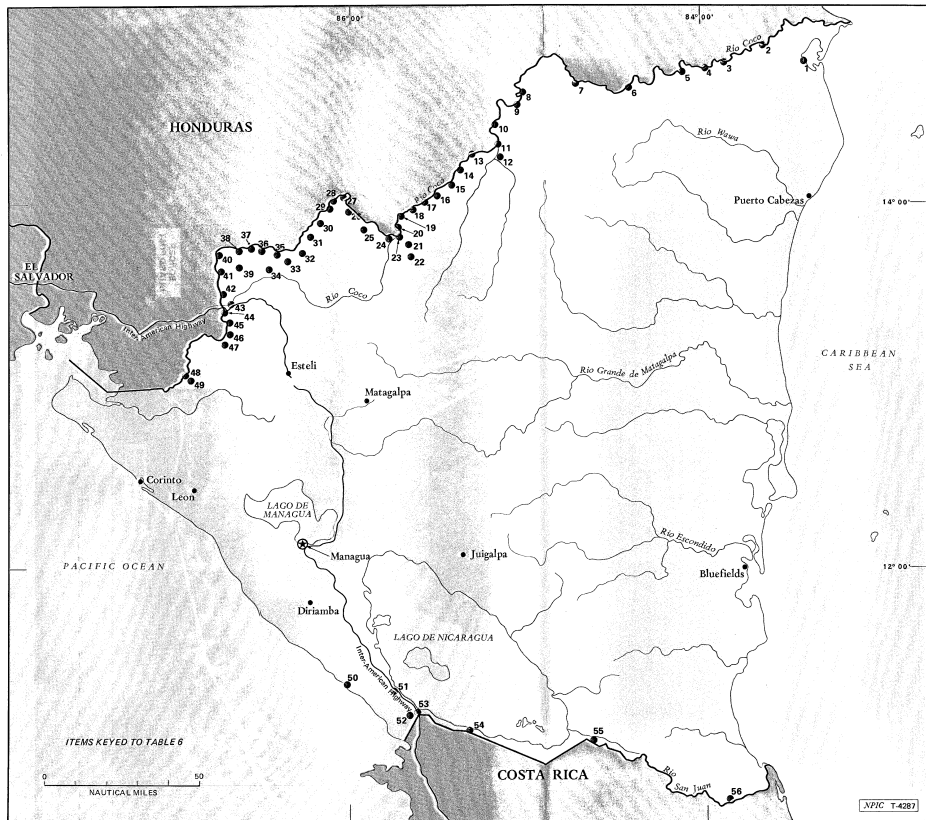


FIGURE 33. BORDER GUARD FACILITIES AND MAJOR BORDER CROSSINGS IN NICARAGUA

Table 6.
Border Guard Facilities and Major Border Crossings in Nicaragua
(Items keyed to Figure 33)

This table in its entirety is classified SECRET//NOFORN

Item	Installation Name *	Coordinates	
1	Bismuna BGP	14-44-40N	083-23-00W
2	Kum BGP	14-48-46N	083-42-59W
3	Blueskarma BGP	14-46-08N	083-50-34W
4	Waspam Defensiva Pos	14-44-00N	083-57-35W
5	Leimus BGP	14-44-03N	084-05-45W
6	Wiwirak BGP	14-39-30N	084-24-05W
7	San Carlos de Rio Coco BGP	14-40-00N	084-42-40W
8	Raiti BGP	14-34-50N	085-02-20W
9	Walakian BGP	14-32-20N	085-04-35W
10	Mulakrai BGP	14-27-40N	085-10-30W
11	Bocay BGP	14-18-14N	085-08-19W
12	Rio Bocay BGP	14-15-30N	085-10-00W
13	Ausnay BGP	14-17-40N	085-16-40W
14	Auya Yari BGP	14-13-07N	085-22-58W
15	La Marrana BGP	14-07-10N	085-26-50W
16	Rio Coco BGP 1	14-04-40N	085-31-15W
17	Rio Coco BGP 2	14-01-15N	085-37-30W
18	Rio Coco BGP 3	13-58-30N	085-40-40W
19	Rio Poteca BGP 1	13-58-00N	085-43-30W
20	Rio Coco BGP 5	13-55-20N	085-45-20W
21	El Venado Defensiva Strongpoint	13-49-14N	085-41-06W
22	El Lirio Defensiva Pos	13-42-25N	085-40-55W
23	Rio Coco BGP 6	13-51-10N	085-44-00W
24	Cerro Bana BGP	13-49-14N	085-47-28W
25	Santo Domingo BGP	13-56-33N	086-00-42W
26	Entre Rios BGP	14-00-42N	086-03-19W
27	Entre Rios BGP	14-04-30N	086-01-00W
28	Entre West BGP	14-02-13N	086-06-42W
29	Cerro Santa Fe BGP	13-51-30N	086-10-30W
30	Cerro el Canton BGP	13-52-20N	086-14-10W
31	Cerro el Sangarito BGP	13-47-40N	086-17-10W
32	Las Camellas BGP	13-46-01N	086-18-20W
33	Cerro el Tital BGP	13-44-40N	086-22-10W
34	Las Colinas Defensiva Pos	13-44-10N	086-18-33W
35	Los Planes BGP	13-45-38N	086-30-47W
36	Buenos Aires NU/HO Border Crossing	13-47-23N	086-33-57W
37	Mata de Platano BGP	13-46-40N	086-34-27W
38	Mata de Platano Firing Pos	13-46-23N	086-37-03W
39	Ococona Mil Sch Dagoberto Rugama (Ocoona)	13-44-02N	086-37-18W
40	Santa Maria BGP	13-44-51N	086-42-28W
41	Cerro las Trincheras BGP	13-41-48N	086-45-05W
42	El Homo BGP	13-33-52N	086-44-42W
43	San Antonio del Potrero BGP	13-28-52N	086-42-52W
44	NU/HO Border Crossing El Espin	13-26-43N	086-43-13W
45	El Aato BGP	13-23-50N	086-43-56W
46	Cusmapa BGP North	13-18-32N	086-41-13W
47	Cusmapa BGP South	13-17-31N	086-42-07W
48	San Pedro HO/NU Border Crossing Pt	13-03-46N	086-57-19W
49	Somotillo BGP	13-02-54N	086-54-22W
50	El Gigante Guard Post	11-23-20N	088-01-50W
51	San Carlos Military Camp Sch A Hq	11-22-15N	088-01-50W
52	Sapica BGP	11-13-45N	085-38-15W
53	Penas Blancas NU/CS Border Crossing	11-13-00N	085-37-00W
54	El Tigre BGP	11-08-40N	085-20-25W
55	Rio San Juan BGP	11-04-20N	084-39-50W
56	Rio San Juan BGP	10-42-40N	083-56-00W

* Key: CS—Costa Rica
HO—Honduras
NU—Nicaragua

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73. (S/WN/NOFORN) Near Rio Coco Border Guard Post 6, the Rio Coco ceases to form the border. From this point west, BGPs tend to be positioned on hills or along ridge lines such as the guard post at Entre West (Figure 38). The western section of the border includes three major highway border crossings. In addition to BGPs, a major military installation within 11 nm of each crossing strengthens defenses. Ocotol EPS Battalion Headquarters and Barracks is on Highway 17, 11 nm south of Buenos Aires Nicaraguan/Honduran Border Crossing; Somoto Battalion Headquarters and Barracks is on Highway 1 (the Inter-American Highway) 9 nm east of Nicaraguan/Honduran Border Crossing El Espin; and Villanueva Barracks Area is near Highway 24, 11 nm southeast of San Pedro Honduran/Nicaraguan Border Crossing over the Rio Guasale.

74. (S/WN/NOFORN) Border guard troops are trained at Ocona (Ococona) Military School Dagoberto Rugama (Figure 39) constructed in mid-1981 in the town of Ocona.¹

75. (S/WN/NOFORN) San Carlos Military Camp in southwestern Nicaragua may also be a border guard school and headquarters. The Nicaraguan border with Costa Rica is considerably less heavily defended than the northern border and includes only one major highway border crossing—Penas Blancas Nicaraguan/Costa Rican Border Crossing—on the Inter-American Highway. Distances between guard posts are far greater on the Costa Rican border than in the north, indicating considerably less fear of counter-revolution from the south.

Section 5. Selected Airfields

76. (S/WN/NOFORN) The locations and runway lengths of 25 selected airfields in Nicaragua are included in Figure 40 and Table 7 respectively, and those collocated with major military installations are indicated in the remarks column of Table 7. Three of the 25 (Sandino International, Puerto Cabezas, and Montelimar) are of major importance.

Augusto Cesar Sandino International

77. (S/WN/NOFORN) Sandino Airfield (Figure 41), east of the city of Managua, is the country's only international airfield, the headquarters of the Sandinista Air Force (FAS), and the headquarters of Aeronica, the domestic airline. FAS facilities are at the west end of the airfield (Figure 42). The FAS inventory consists mainly of aircraft inherited from the Somoza regime, and the March 1982 inventory included the following:

- 4 C-47
- 2 Casa Aviocar C212
- 2 Arava
- 5—6 Cessna 0-2 Skymaster
- 4 T-33 Tee Bird
- 3 T-28 Trojan
- 3 U-4 Aerocommander
- 1 DHC-2 Beaver
- 1 Sikorsky S-58
- 1 UH-1
- 1—2 OH-6
- 1—2 Alouette III
- As many as 12 other small straight-winged and twin-engine aircraft

78. (S/WN/NOFORN/NOCONTRACT) In addition, two HIP helicopters acquired from the Soviet Union and reportedly manned by Soviet crews⁴ are usually present in the FAS section of Sandino. A COLT is occasionally present as well, although the COLTs are based at another section of the airfield. Six COLTs, one of which crashed in mid-February 1982, were received from the Soviet Union in mid-1981 and are also reportedly manned by Soviet crews.⁴

79. (S/WN/NOFORN) The FAS inventory has varied during the last year and a half. During late 1980, the number of C-47s in the FAS section increased from four (three light colored and one camouflage painted) to five—all light colored. These five along with the C-47 assigned to Aeronica brought the total to six in the country. From mid-January to late April 1981, two of the three FAS C-47s were at Papalonal, an improved airfield reported to be involved in arms trafficking during that time.⁵ In September 1981, the number of C-47s assigned to Aeronica increased to two, with the other four C-47s remaining with FAS as part of the military inventory. By early February 1982, three of these four were camouflage painted, a process that began in April 1981.

80. (S/WN/NOFORN) The number of S-58 helicopters has decreased over the past two years. Three were observed until mid-March 1981; however, no more than two were observed from mid-March to late July 1981. Since July 1981, only one S-58 helicopter has been observed. In recent months the S-58 has rarely been present at Sandino. It has usually been deployed to facilities near the northern border. In October it was observed at Matagalpa and Iyas, in November at Ocotol, from early January to mid-February 1982 at Puerto Cabezas, and in late February at Waspam.

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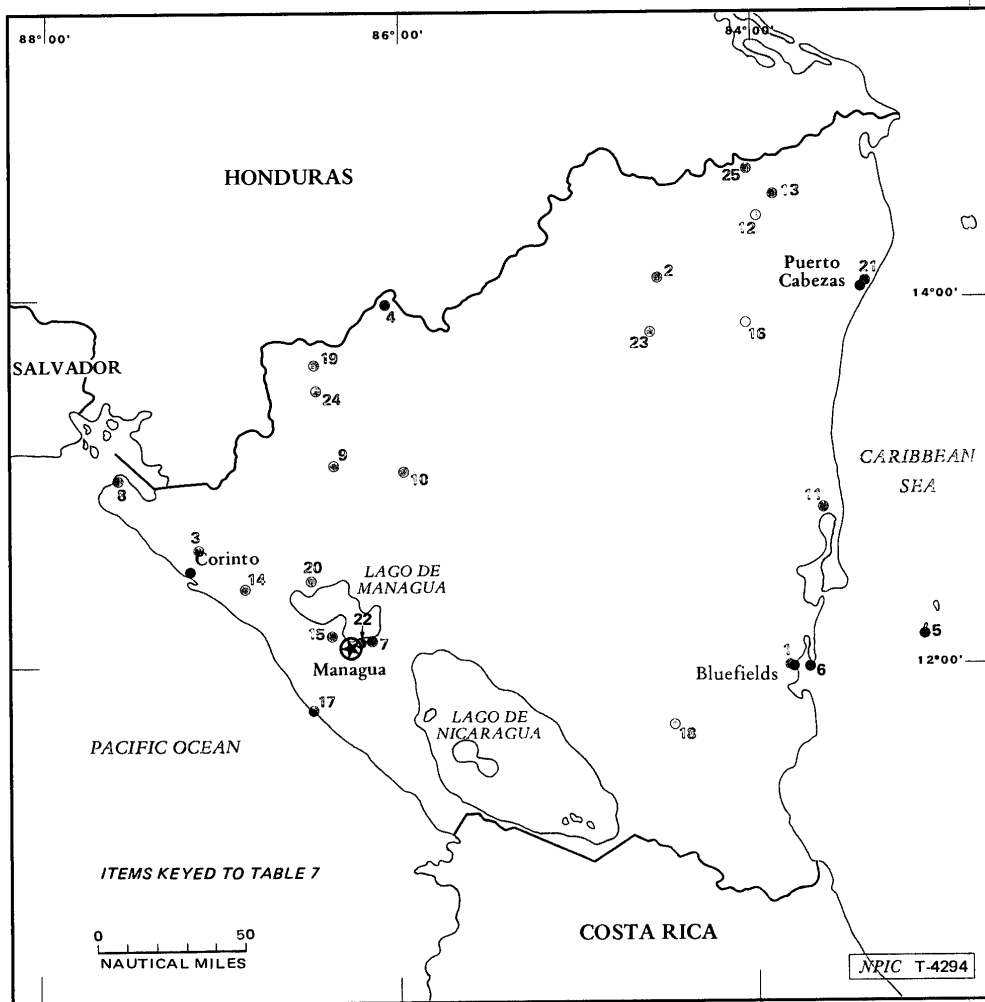
SECRET**FIGURE 40. SELECTED AIRFIELDS IN NICARAGUA**

Table 7.
Selected Airfields in Nicaragua
(Items Keyed to Figure 40)

This table in its entirety is classified SECRET/NOFORN

Item	Airfield Name	Length (m)	Coordinates	Remarks
1	Bluefields	945	11-59-49N 083-46-07W	
	Runway ucon	2,033		
2	Bonanza	1,425	14-01-57N 084-37-27W	
3	Chinandega	745	12-38-16N 087-08-18W	
4	Comana	1,130	13-50-08N 086-10-01W	
5	Corn Island	2,325	12-10-05N 083-03-45W	
6	El Bluff	1,280	11-59-30N 083-41-17W	
7	El Portillo	640	12-06-13N 086-09-27W	
8	El Rosario	1,525	13-02-23N 087-35-24W	
9	Esteli	800	13-06-32N 086-21-08W	
10	Jinotega	970	13-08-20N 086-00-01W	Collocated with mil fac
11	Karawala	810	12-55-58N 083-34-39W	
12	La Tronquera	1,205	14-33-14N 084-00-14W	Collocated with mil stor dpt
13	Lecus	920	14-35-22N 083-46-16W	
14	Leon	945	12-25-42N 086-54-16W	
15	Los Brasiles	920	12-11-22N 086-21-14W	
16	Monte Carmelo	625	13-52-35N 084-21-23W	Collocated with mil fac
17	Montelimar	2,050	11-48-15N 086-30-40W	Major afd collocated with mil fac
18	Nueva Guinea	960	11-41-06N 084-27-27W	
19	Ocotol	725	13-37-22N 086-29-23W	Collocated with mil fac
20	Papalonal	1,530	12-28-12N 086-28-13W	
21	Puerto Cabezas	1,835	14-02-43N 083-23-01W	Major afd collocated with mil fac
	Extension ucon	645		
22	Augusto Cesar Sandino Intl	2,420	12-08-28N 086-10-07W	International afd and FAS hq
23	Siuna	1,065	13-43-38N 084-46-40W	
24	Somoto	220	13-28-40N 086-35-06W	Collocated with mil fac
25	Waspm	1,245	14-44-21N 083-58-09W	

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81. (S/WN/NOFORN) One FAS aircraft was acquired in an unorthodox manner. In mid-March 1981, a Bolivian Air Force Arava, reportedly having violated Nicaraguan airspace, landed at Sandino.⁶ It has been based there since. A light-toned Nicaraguan Arava had been camouflage painted by June; however, the Bolivian Arava has retained its Bolivian camouflage.

82. (S/WN/NOFORN) Construction of aircraft revetments west of the FAS section began during late 1980. Seven are complete, and although as many as five have on occasion been occupied by small aircraft, the size and configuration of the revetments—along with the limited assets and capabilities of the FAS—suggest future acquisition of new aircraft.

83. (S/WN/NOFORN) Other FAS facilities include several hangars and a barracks area with a Soviet-style type A obstacle course and Soviet-style physical training area. Most of the aircraft, whether operational or not, are parked in an open field opposite the hangars. Debris, mostly from the revolution, has gradually been removed and in some cases recycled. The remnants of a Casa were taken to the airborne training area at Montelimar in October 1981, and an S-58 fuselage was taken to the special-troops training facility at Jiloa in early 1982. Remnants of three old B-26 aircraft remain.

84. (S/WN/NOFORN) Aeronica, the domestic airline, is also in the process of improving its equipment. The March 1982 inventory included two DC-6s, two C-47s, one C-46 (a second C-46 is no longer operational), two Boeing 727s, and one Boeing 720. One of the 727s and the 720 (an old version of a 707) were acquired in late February or early March 1982.

85. (S/WN/NOFORN) Soviet and Cuban CLASSICs and CARELESSs are often present in the international area. In addition, Cuban CURLs have been observed on occasion at the airfield.

86. (S/WN/NOFORN) Airfield defense is provided by three six-position AAA sites occupied by ZPU-4 AA guns. All three sites were constructed and occupied by August 1980.

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87. (S/WN/NOFORN) Improvement began in April 1980 of Puerto Cabezas Airfield (Figure 43) in northeast Nicaragua. In late February 1981, construction started on a 645-meter runway extension; the existing runway was resurfaced between April and August 1981. Work on the extension slowed from May 1981 until late February 1982, when the problem caused by a stream interdicting the extension was solved and preparations for surfacing were begun. The entire length of the runway should be operational late in 1982. Inasmuch as the existing runway could accommodate the types of aircraft in the current inventory, the construction of the extension implies the acquisition of newer models or types of aircraft.

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88. (S/WN/NOFORN) C-46s, C-47s, and DC-6s are frequently observed in the operations area. In early January 1982, a change in activity related to regional hostilities was observed. From then until mid-February, one COLT, one S-58, and one or two O-2s were consistently present. The COLT was observed practicing takeoffs on the 900-meter crosswind runway on 7 and 8 February. [] the COLT was at Palo Yumpa, a destroyed Miskito village along the Rio Coco, and the S-58 was at Waspam. Subsequently, the COLT and the S-58 were observed at Sandino, and the COLT later returned to Puerto Cabezas. In mid-March a CURL, probably Cuban, was observed for the first time at Puerto Cabezas.

89. (S/WN/NOFORN) Airfield defense is provided by a four-position AAA site occupied by ZPU-4. The site was added near the operations area in late 1980.

Montelimar

90. (S/WN/NOFORN) All activity at Montelimar Airfield (Figure 17) in southwestern Nicaragua had been related to artillery training (Section 1) until July 1981. At that time expansion of the parking apron began. By late September, airborne training devices, including a harness stock and parachute landing fall (PLF) platforms, were added to an area south of the west end of the runway (Figure 44). Parachutes have occasionally been observed drying in this area. In late October a fuselage mockup converted from the remains of a Casa Aviocar C-212 was added to the training area. In mid-November, a COLT was observed at the west end of the airfield and on several occasions one Casa Aviocar C-212 has been present.

91. (S/WN/NOFORN) Excavations for a POL facility were begun in late January 1982; 15 POL cylinders had been placed in the excavations by mid-February and covered with earth by mid-March.

Bluefields

92. (S/WN/NOFORN) Construction of a new runway at Bluefields (Figure 45) in southeastern Nicaragua began in March 1981. Although the area for the runway had been cleared prior to the revolution, the project was apparently abandoned and the cleared area had then become badly eroded.

93. (S/WN/NOFORN) Construction progress during the last year has been extremely slow. Little activity has been observed at the existing runway; however, a C-46 is occasionally present and a Casa Aviocar C-212, a HIP, and a COLT were each observed once during the latter part of 1981.

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SECRET**Los Brasiles**

94. (S/WN/NOFORN) At Los Brasiles Airfield, northwest of Managua, from 25 to 45 small civil aircraft are usually present. Occasional evidence of pilot training has been observed.

Papalonal

95. (S/WN/NOFORN) Papalonal Airfield, a remote agricultural airstrip that was extended and improved during late 1980 and early 1981, was reportedly implicated in arms trafficking during early 1981.⁵ Since April 1981, however, it has been abandoned. The parking aprons and the dispersal parking area, the latter with a fenceline across the access, have become overgrown; at least one hangar has partially collapsed (Figures 46 and 47).

El Rosario

96. (S/WN/NOFORN) El Rosario Airfield is on the northwest side of Cosiguina Peninsula. Aircraft have never been observed on the airstrip, which appears to be used primarily for agricultural purposes; however, between August 1980 and February 1981 the airstrip was extended by 300 meters.

Other Airfields

97. (S/WN/NOFORN) Jinotega, Monte Carmelo, Ocotal, and Somoto Airfields are near military barracks areas; La Tronquera Airfield, which formerly supported a lumber operation, is adjacent to a recently constructed military storage depot (see Section 7).

98. (S/WN/NOFORN) Chinandega and Leon, two of the larger cities in western Nicaragua, are each served by airfields which house numerous small civil aircraft.

99. (S/WN/NOFORN) Bonanza, Siuna, and Monte Carmelo Airfields are in mining communities; Comana and El Portillo Airfields are agricultural strips; El Bluff, Esteli, Karawala, Nueva Guinea, and Waspam Airfields serve small communities; Lecus Airfield supports a lumber camp; Corn Island Airfield, primarily used for agricultural purposes, is on an island 40 nm east of the Caribbean coast. During March 1982, construction of a new airfield, La Rosita Probable Airfield [redacted] was begun southwest of the mining community of La Rosita. Construction was in the early stages; however, when completed, the runway will be approximately 2,000 meters long. The construction equipment in use appeared to have been transported from Puerto Cabezas Airfield, 60 nm to the east.

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Section 6. Port Facilities and Shipping Activity

100. (S/WN/NOFORN) Seven Nicaraguan ports are listed in Table 8 and located on Figure 48; the berthing and cargo-handling capabilities of each are summarized in Table 9.

Corinto

101. (S/WN/NOFORN) Corinto Port Facilities (Figure 49), on the Pacific coast in northwestern Nicaragua, is Nicaragua's largest and most modern port. Commercial containerized transloading is usually observed. The port is connected by highway and railroad to major Nicaraguan cities, nearly all of which are in the western part of the country.

Puerto Sandino and San Juan del Sur

102. (S/WN/NOFORN) The two other Pacific coast ports are Puerto Sandino (Figure 50), in an estuary 25 nm west of Managua, and San Juan del Sur (Figure 51), 15 nm north of the Nicaraguan—Costa Rican border. Although each is small and appears to serve its local area primarily, both are connected to the major highway system in the west.

Rama and El Bluff

103. (S/WN/NOFORN) The sparsely populated eastern half of Nicaragua has a limited transportation network. There are no rail connections, and although a second road is under construction, only one all-weather road connects the eastern and western halves of the country. The eastern terminus of this road is at Rama, a small but significant river port on the Rio Escondido. El Bluff Port (Figure 52) is on a peninsula at the mouth of the Rio Escondido on the Caribbean coast. Since no roads connect the peninsula to the mainland, small ships arriving from the east stop at El Bluff to take on a pilot for the 54-nm upriver transit to Rama (Figure 53). Rama can conveniently handle only ships with a shallow draft or relatively small roll-on/roll-off ships. Therefore, larger merchant ships (merships) must transfer cargo at El Bluff for transshipment to and from Rama. Most cargo observed at Rama is contained in trailers convenient for transloading and for transfer by road to and from the west. For trans-Atlantic/Caribbean shipping, this river and highway network is the only alternative to transit through the Panama Canal.

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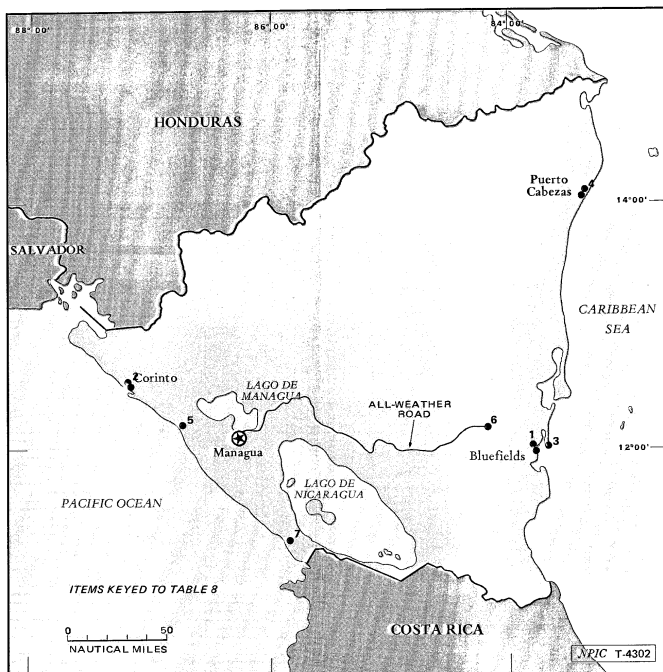


FIGURE 48. PORT FACILITIES IN NICARAGUA

Table 8.
Port Facilities in Nicaragua
(Items keyed to Figure 48)

This table in its entirety is classified SECRET//WNINTEL//NOFORN

Item	Installation Name	Coordinates
1	Bluefields	12-01-20N 083-44-58W
2	Corinto	12-28-50N 087-10-07W
3	El Bluff	11-59-40N 083-40-39W
4	Puerto Cabezas	14-01-01N 083-22-59W
5	Puerto Sandino	12-11-59N 086-45-53W
6	Rama	12-08-40N 084-15-32W
7	San Juan del Sur	11-14-58N 085-52-34W

Table 9.
Nicaraguan Port Capabilities

This table in its entirety is classified SECRET//WNINTEL//NOFORN

Port	Berthing Space	Storage Area	Cargo Handling Equipment	Transit Sheds/Warehouses	POL Facilities	Transportation Connections	Remarks
Corinto	607-m quay 104-m pier	300- x 140-m open stor area	Quayside container crane, 3 yard cranes	2 large double-depth transit sheds	Dolphin and stor tanks	Hwy and rail to major western cities	Primarily commercial, containerized cargo; main Nicaraguan port
San Juan del Sur	45- x 35-m mole 133-m quay	Open stor area	Lighters, yard cranes	2 transit sheds, 1 large double- depth warehouse	Small pier and 1 stor tank	Hwy connection to Inter- American Highway	Merships must anchor in harbor and transload using lighters; serves local area
Puerto Sandino	100-m quay	No open stor area	5 yard cranes	3 large warehouses, 1 fac and warehouse	POL stor tank and pumping station nearby; connected to Managua by pipeline	Hwy to major western cities	Letters FSLN on one warehouse roof; serves local area
El Bluff	150-m quay	No open stor area	None	3 transit sheds	Pier and stortanks	Collocated with small affd; eastern end of Rio Escondido Route	Located on a peninsula; ship-to-ship transfer point; boarding point for river pilots
Rama	12.5-m-wide landing ramp (river 120 m wide)	Open parking areas	1 yard crane, 1 truck- mounted crane	None	POL stor area upriver	All-weather hwy to western Nicaragua	Port on Rio Escondido can handle coastal freighters and small roll on /roll off ships
Bluefields	50- x 25-m T-head pier	None	None	None	None	Affd south of town	Local traffic only; berges from Rama bring in cargo
Puerto Cabezas	675-m pier	None in immediate pier area	Yard crane	Rail line runs length of pier to industrial /warehouse area in town	Stor tanks in town	Affd west of town, limited road connections	Serves local area

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SECRET**Bluefields**

104. (S/WN/NOFORN) The port at Bluefields (Figure 54), 5 nm west of El Bluff, is small and handles primarily local traffic. Barges, loaded with trailers or tractor-trailers, have been observed on several occasions coming from Rama to Bluefields and appear to be a major means of resupply for the area.

Puerto Cabezas

105. (S/WN/NOFORN) Puerto Cabezas (Figure 55), on the northeast coast, is limited as a commercial port by lack of road or railroad transportation. Nicaraguan merships make frequent transits between Rama and Puerto Cabezas. Until the east/west, all-weather road between Matagalpa and Puerto Cabezas (shown on Figure 48) is completed, the area will continue to depend on shipping for resupply.

Shipping Activity

106. (S/WN/NOFORN) Seven Nicaraguan ships (Figures 56 through 62) have been identified and their movements monitored; data on these ships is summarized in Table 10. The roll-on/roll-off ships Aracely and Nicarao are usually observed at El Bluff, Rama, or Puerto Cabezas; however, both have been observed in Cuba. Prior to May 1981, these Nicaraguan ships were observed in Havana at La Habana Shipyard Mambisa [REDACTED]. Since May, however, commercial piers have been used. Observations of the Nicarao and Aracely in Cuba are given in Table 11.

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107. (S/WN/NOFORN) Cuban ships have been observed at Rama and El Bluff, also. The Dorado, a Delfin-class tuna clipper, was at Rama in mid-February and early March 1981 and at El Bluff in early June. The Batalla de Yaguajay, a refrigerated cargo ship, was at Rama in mid-July 1981.

108. (S/WN/NOFORN) No direct evidence of weapons shipments has been observed; however, the addition to the Nicaraguan inventory of ZU-23 AA guns, ML-20/A-19 guns/howitzers, T-54/55 tanks, BTR-60 APCs, and GSP heavy ferries during a period of increased shipping activity at Rama and El Bluff implies such shipments. This increased shipping activity included the arrival of an Algerian merhip, the Ibn Siraj, moored alongside the Aracely near El Bluff in early May 1981. Subsequently, the Aracely made several transits to Rama. The transloading of sensitive and/or unusual cargo was indicated by the following: the unusual presence at El Bluff Airfield of two O-2 aircraft coincident with the arrival of the Algerian ship in early May and again in late May/early June and the presence of a helicopter, probably an S-58, at Rama Port in early June. These aircraft, usually based at Sandino, may have transported officials to supervise cargo handling and logistics.

109. (S/WN/NOFORN) A more direct association can be made from the transfer of 57mm ZIS-2 AT guns to Puerto Cabezas Military Camp. These guns, not previously observed in eastern Nicaragua, were at the military base shortly after the Aracely had arrived from Rama and El Bluff in early July 1981.

110. (S/WN/NOFORN) The Nicarao has been moored at the town of Rama since December 1981, with the exception of a transit to Puerto Cabezas and back in mid-February 1982. The Aracely has been moored at Rama since early January (Figure 64).

111. (S/WN/NOFORN) The tanker, a support ship, has often been observed providing fuel to fishing boats at Bluefields and to merships at Rama. It has also been observed at a POL facility just beyond Rama port, at El Bluff, and at Puerto Cabezas.

112. (S/WN/NOFORN) Coastal freighter A has been active since mid-January 1982. It has been observed at Puerto Cabezas and El Bluff, as well as at Rama Port, the POL facility near the port, and a secondary pier in town. Since January it has made four transits between Rama and Puerto Cabezas.

113. (S/WN/NOFORN) Coastal freighter B, which has been observed since June 1979, was usually at either Puerto Cabezas or Lamblaya, a small village and river landing south of Puerto Cabezas. However, in May and August 1981 it was in the Rama area, and from late February to late March 1982 it was moored at Bluefields Deepwater, a fish factory on an island near the mouth of the Rio Escondido.

114. (S/WN/NOFORN) Shipping activity on the Pacific coast centers around Corinto. Several hundred East German and Soviet trucks have been delivered to Corinto, and although not observed on imagery, six AN-2 COLTs and two HIPs were reportedly delivered to Corinto aboard Soviet merships.⁷

115. (S/WN/NOFORN) Since late 1981, the number of Soviet and Cuban merships at Corinto has increased. Table 12 includes dates and names or classes of Cuban and Soviet ships observed at Corinto.

116. (S/WN/NOFORN) The Nicaraguan merhip Monimbo, formerly Cuban-owned, is an international carrier that occasionally returns to Corinto, most recently in March 1982.⁸

117. (S/WN/NOFORN) On one occasion merhip activity was observed at San Juan del Sur. The Opal Islands, a Cuban merhip that had called at ports in North Korea, Japan, and China, was present in the harbor in early March 1982.

118. (S/WN/NOFORN) The ferry described in Table 10 is usually observed at El Capulin on the east side of Cosiguina Peninsula. From March until July 1981, it was present at Corinto. On two occasions in late 1981, a Nicaraguan Dabur patrol boat was observed near the ferry in the Gulf of Fonseca near El Capulin (Figure 62).

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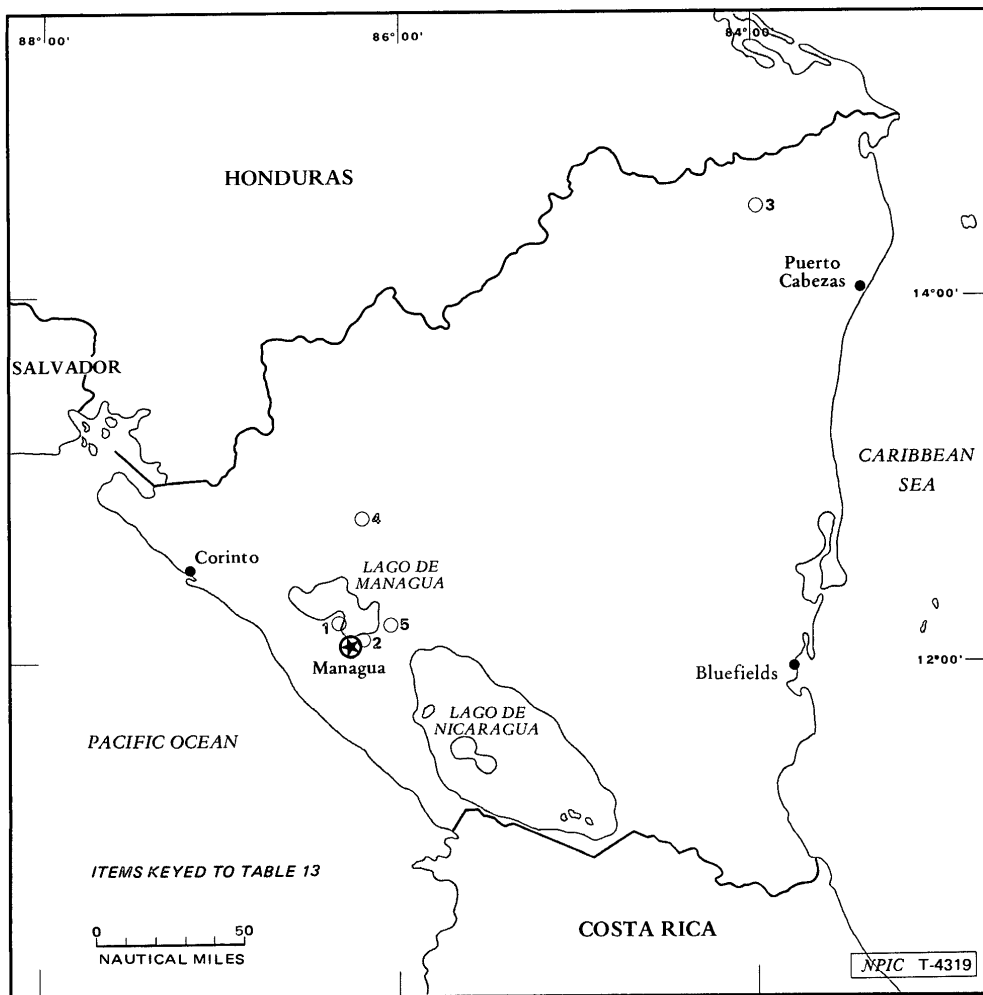
SECRET**FIGURE 65. LOGISTICS FACILITIES IN NICARAGUA**

Table 12.
Cuban and Soviet Ships at Corinto, Nicaragua

This table in its entirety is classified SECRET/WNINTEL/NOFORN

Flag	Class/Name	Type
Sov	Arkhangelsk-class	Mership
Sov	Irkutsk-class	Mership
Sov	Leninogorsk-class	Mership
Cuban	Julio Antonio Mella	Mership
Cuban	Cerro Pelado	Mership
Sov	Split-class	Tanker
Cuban	Palma Mocha	Mership
Cuban	XIII Congreso	Mership
Sov	Novgorod-class	Mership
Sov	Irkutsk-class	Mership
Sov	Latvia (goodwill tour)	Passenger ship
Sov	Novgorod-class	Mership
Cuban	Bolivar-class	Mership
Sov	Novgorod	Mership
Sov	Split-class	Tanker
Sov	Magnitogorsk	Roll-on/roll-off

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Table 13.
Logistics Facilities in Nicaragua
(Items keyed to Figure 65)

This table in its entirety is classified SECRET/WNINTEL/NOFORN

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Item	Installation Name	Coordinates
1	San Martin Stor Dpt	12-11-29N 086-20-15W
2	La Primavera Stor Dpt	12-09-10N 086-12-52W
3	La Tronquera Stor Dpt	14-33-49N 084-00-38W
4	La Union POL Product Stor Army	12-46-30N 086-14-30W
5	Tipitapa Armor Repair Fac	12-12-40N 086-06-00W

119. (S/WN/NOFORN) The Nicaraguan navy includes three Dabur patrol boats. Two are based at a small repair facility north of the port area at Corinto, and the third is based at El Bluff. Four Dabur boats were reportedly purchased from Israel in 1978.⁹ No other ships or boats assigned to the Nicaraguan navy have been identified on imagery.

Section 7. Logistics Facilities

120. (S/WN/NOFORN) Logistics facilities identified in Nicaragua include three storage depots, a POL storage facility, and a small armor repair facility (Table 13 and Figure 65).

San Martin Storage Depot

121. (S/WN/NOFORN) San Martin Storage Depot, formerly a commercial facility comprising seven warehouses, is 1.5 nm east of Los Brasiles Airfield. In August 1980, clearing was first observed; by late October, two barracks and a support building had been completed and three guard towers added along the wall enclosing the facility. A W-50 truck and as many as four tractor-trailers are occasionally present.

La Primavera Storage Depot

122. (S/WN/NOFORN) La Primavera Storage Depot, 2 nm west of Sandino Airfield, consists of an administration building, two barracks, and one large warehouse. The entire facility is enclosed by a wall with a guard tower at each corner. In addition, the warehouse is secured separately with a guardpost at the entrance. This depot was part of a factory complex that was damaged heavily during the revolution. Construction and renovation began in November 1979 and were completed during the first half of 1980. During mid-1980 12 or 13 commercial trailers were at the warehouse. From late 1980 through early 1981, as many as 18 W-50 trucks and six box-bodied trailers were present. Since that time activity has decreased, and four or fewer W-50 trucks have been parked near the administration building.

La Tronquera Storage Depot

123. (S/WN/NOFORN) La Tronquera Storage Depot is a facility with nine bunkered storage areas under construction immediately north of La Tronquera Airfield. This area, formerly used in a lumber operation, is near the main road connecting Puerto Cabezas on the coast and Leimus on the northern border. Construction of the bunkers was first observed in late 1981. By early March 1982, defensive positions had been emplaced around the perimeter and five W-50 trucks and approximately 250 individuals were observed in the storage area.

La Union POL Storage Facility Army

124. (S/WN/NOFORN) La Union POL Storage Facility Army was under construction by October 1981 in a mountainous area near a dam 37 nm north of the city of Managua. In November, approximately 100 POL cylinders were placed in a large, curved excavation; by March, the cylinders had been vented and covered with earth. The total capacity of this facility, when it is complete, will be approximately 1,000,000 gallons.

Tipitapa Armor Repair Facility

125. (S/WN/NOFORN) Tipitapa Armor Repair Facility is a small installation 10 nm northeast of Managua. Maintenance/repairs of Staghound armored scout cars appears to be the usual activity, although three probable T-54/55 tanks were present in late 1981. Repair facilities are extremely limited.

126. (S/WN/NOFORN) Three barracks were constructed between March and August 1981, and in mid-March 1982, three V-shaped trenches were dug just north of the facility. As many as four W-50 trucks and 17 Staghound scout cars are usually present. The scout cars may be checked-out at nearby Lake Managua Training Area (Section 2).

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MAPS OR CHARTS

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